COMMERCIAL SUPREMACY TO COME ONLY WITH BUILDING OF NETWORK OF GREAT RAILWAYS

Rich, Energetic, and Practical Men Are Working Toward This Great Economical Goal—Members of Rivers and Harbors Congress.

Dream of the Future Includes Carrying of Coal from Pennsylvania to Iowa, and Making the Whole Trip by Water in Original Bottoms.

By JAMES B. MORROW.

Some day when a leisurely and scrutinizing American wants to see the inside and outside of his country, he will go aboard a ship at Boston, not an ocean liner, but a steamer towing a row of steel barges loaded with New England granite, or, perhaps, Nova Scotia coal. He will sail along the rim of the Atlantic Coast, through rivers, bays, sounds, and connecting canals. Storms will not endanger his life.

Following the sea, from port to port, up and down the wild Atlantic, is dangerous business. Coastal vessels hugging the shore and rounding treacherous capes are wrecked on reefs and bars. During the first decade of this century, 5,700 vessels met with disaster between Passamaquoday Bay and the Strait of Florida. Twenty-two hundred lives were lost. Forty millions of property was destroyed.

The vacational and curious American will journey through the pine thickets of New Jersey and into Delaware and Maryland. New canals and old ones, cleaned out and deepened, will have shortened his voyage 740 miles and taken him below the twisting and hazardous currents of Cape Hatteras.

Thence Southward he will be without peril. If it be winter, he will see rubins and other familiar birds among the trees; also flowers blooming in fields and gardens. And all the while, it must be remembered, he will be sitting on the deck of a steamboat.

A canal through the State of Florida will save him a sail of a thousand miles by way of Key West and bring him into the calm waters of the Gulf of Mexico. Entering the Mississippi River, we will ascend to the mouth of the Missouri, above St. Louis.

A Westward course from that point will carry him to Kansas City. Here the Missouri straightens out toward the North and he will pass Omaha, in Nebraska, and finally reach Sioux City in Iowa. Perhaps he may go onward to Bismark, up against the border line of Canada. Whether his boat stops at Sioux City or not, he has made a remarkable journey.

Into the Middle West by Boat.

Groups of the ablest men in the country are working now to make the journey possible. Other groups are working toward journeys equally as wonderful. A ship canal will be dug from Chicago to the Illinois River. When that has been done, a barge under its own steam will be enabled to leave New York City by the Hudson River and return by the Atlantic coastal route, already mentioned, touching in its voyage at Albany, Buffalo, Cleveland, Detroit, Milwaukee, Chicago, St. Louis, New Orleans, Baltimore and Philadelphia.

These men, rich, energetic, and practical, are organized into associations. Each association has its own project. But all of the associations and all of the men belong to the National Rivers and Harbors Congress. The object of the single and collective projectors is to establish a national system of connected waterways. There are 21 harbors in the United States, and 25,000 miles of navigable rivers and canals. All are to be developed.

New canals are to be constructed. Freights are to come down. Living, it is phophesied, will be made cheaper. Transportation, it is said, costs the people of this country three times as much as government-municipal. State and Federal. The man who pays $10 in taxes, local and national, pays $30 for transportation in wagons, on railways and in vessels. It is figured in the flour, out of which his bread is baked; in his butter, meat, and milk; in his shoes, coat, and hat; in the visits he makes to relatives and friends, and in his excursions for business or pleasure. Transportation has kept Legislators, judges, lawyers, orators, and writers busy for years.

SENATOR JOSEPH E. RANSDELL.

Specialists declare that it is the greatest problem of civilization.

There are many water projects, and there is a multitude of projectors. They work separately. All come together, as has been said, in the National Rivers and Harbors Congress, which disclaims connection with any project, but ceaselessly and vigorously avows a policy and and calls for an annual appropriation of $50,000,000. It stands for every feasible water enterprise, regardless of geography, and demands speedy action on the part of lawmakers. It preaches and tells day and night, publishes a beautiful magazine, meets annually in convention, and has hustling field agents all over the United States.

Carter's Speech Started Congress.

Bankers, manufacturers, and merchants are numerous and conspicuous in its membership. Shippers send it money. Historically, it reaches back to the two days in March, 1901, when Thomas H. Carter, of Montana, at the request of President McKinley, so it has been stated, bill called a $55,000,000 river and harbor bill in the Senate. Carter talked until that Congress reached the hour when the law compelled to adjourn sine die. A vote on the bill, therefore, was prevented. So it was swept away with the other rubbish of a dead session.

An organization full of words and indignation followed Carter's long speech. Important men along the lower reaches of the Mississippi were especially active, resentful, and pugnacious. The fury of language, however, is never good for business. Resolutions alone are feeble agents. The organization had a rebirth in 1906. Joseph E. Ransdell, of Louisiana, a Representative in Congress and a member of the Committee on Rivers and Harbors, was elected president, an office he has held ever since.

On March 4, just passed, he became a Senator. He is a very forceful and intelligent man, knowing and understanding this country from end to end. It would be hard to tell by talking with him whether he belonged to New England, the Middle West, the Pacific Coast, or the South. He is an American, without sectional interests or prejudice. Even his pronunciation gives no sign of his locality. He is fifty-four years old, was educated at Union College, at Schenectady, N. Y., and is a lawyer and a cotton planter. Just now he is trying to beat free sugar in the Senate.

"What is the dream," I asked him, "of the men who are laboring so tirelessly to develop the waterways of the country?"

The Beginning of the Dream.

"The dream has grown until it has become the biggest thing on the continent," he said, "At first we only saw an annual rivers and harbors appropriation by the lawmakers of the National government. Up to that time we had been getting a bill every third year. The navy, which is being put on a fighting basis, is voted money at each session of Congress. When men come together for a large enterprise like tunnels under the Hudson River or a railroad from St. Paul to the Pacific Ocean, they push the work and get it done as soon as possible. If the undertaking dragged, it would probably become bankrupt. Sound business principles are just as essential in public as in private matters, though many persons do not seem to think so. Our army engineers had said that certain rivers and harbors could be improved—needed to be improved, in fact.

"We thought, we dreamed, I might say, that the improvements ought to be done systematically and as speedily as practicable. It was a waste of time, we said, to make more than one bite at a cherry. We spoke of the Ohio River, for instance, at which the National government began tinkering in the year 1878. Money was doled out in driblets. Every one agreed that the Ohio should be navigable from Pittsburg to Cairo at periods of low water, as well as when the banks ran full and swift.

"But Congress held back its appropriations, and hardly any headway was made. 'Abandon the work,' we said, 'or finish it.' The first part of the sentence was made strong so as to give emphasis to our demand that the project be completed. 'At the present rate of progress,' we added, and our estimate was no idle guess, 'the Ohio will be dry a part of each navigating season a hundred years from now.'

Pulling 1,440 Carloads of Coal.

"Things began to move presently. Potential men came into our organization. Engineers said it would require $62,000,000 to finish the work begun by Congress in 1878, and that it could be done by the year 1912. It is 1,000 miles from Pittsburg to Cairo, on the Mississippi. The Ohio is a mighty but an imperfect waterway. Steamers sometimes go down the Mississippi towing lines of barges loaded with coal. One of them, hitched to a fleet of seventy-two barges, hauled a cargo of 72,000 tons from the mines of Pennsylvania to the markets of the South and West.

"There was coal enough afloat behind that steamer to load 1,440 steel railroad cars of the largest size. Six years from now there will be a nine-foot low-water channel from the source of the Ohio to its mouth at Cairo. Freight will pass up and down regardless of dry weather. Millions of people will be benefited. This is what can be accomplished when money is voted and work is performed energetically and methodically.

"So, returning to what you call our dream, we argued for an annual appropriation by Congress. Then it occurred to us that we ought to fix upon a definite sum. Our vision, you see, was being enlarged. Finally, we asked for $50,000,000 a year. That would mean $500,000,000 evenly apportioned throughout a decade and would complete all the projects, East and West, North and South, on which the engineers had been figuring.

"We raised our voices and our banners and went into the contest hopefully. That was seven years ago. We are getting an annual appropriation for the waterways of the country, instead of an appropriation every three years. Moreover, the money voted averages $10,000,000 a year more than formerly. A part of our dream, therefore, has been realized.

The Climax of the Dream.

"Now we are looking forward to the time when our waterways will be improved and connected into a great national system. We think we see three separate but co-operative means of cheap and adequate transportation—wagon roads, railroads, and water routes. At places they may be parallel.

"First, the wagon road, level and enduring, open to all kinds of vehicles. Farmers will use it in hauling their crops to market. Carriages and automobiles will pass electric trucks loaded with merchandise. John Wanamaker is using trucks between New York and Philadelphia. Merchants in London are loading them and sending them across the English channel to Paris. Power trucks will be perfected and a great deal of freight will be moved by them in the future.

"Then the river running alongside the road will float all kinds of craft—skiffs of fishermen, yachts of millionaires, and steamers carrying coal, iron, lumber, wheat, and other bulky products. Beyond the river will be the railroad with its passenger trains and express trains for freight of the finer grades—hardware, groceries, dry goods, boots and shoes, and so on. Three methods of transportation, all profitable, will be working together to develop the country. People will move in. Factories will be built. And the railroads will get the cream of the passenger and freight business.

"There is harmony now between railroad men and men engaged in promoting the movement toward better highways. Good wagon roads mean a more regular traffic for railways. Farmers are not kept at home with their crops by the mud of winter and early spring. There is no antagonism between the men who want improved highways and the men who are working for improved waterways. A conflict of opinions, however, does occur between railway men and waterway men. These two classes must be brought together. They will come together when they understand the philosophy of their mutual relations.

Will Not Hurt the Railways.

"Waterways will not injure railways. Give a country cheap and sufficient transportation and its growth becomes marvelous. Frankfort, in Germany, twenty miles from the Rhine, had a population of 140,000 in 1880. It was then seventeen centuries old. Today its inhabitants number 500,000. The canalization of the River Main, giving Frankfort an outlet to the Rhine, effected the transformation. So, too, a canal lifted Manchester, England, out of desolation into great prosperity. I could give other instances showing what adequate transportation has done for cities and communities.

"When the rivers of the United States have been deepened and connected, where necessary, by canals, freight congestion, such as frequently paralyzes the commerce of the country, will be brought to an end. A few years ago the people of Dakota burned up their outbuildings for fuel. No coal could be obtained. Fruit rots in orchards, cotton spoils in fields because the railways, overloaded with coarse freight, cannot supply sufficient cars. The loss is tremendous. We see the railways trying to move freight that should go by water, while other freight, perishable, easily handled, and high-priced, stands on sidetracks until it is ruined.

"In our dream we behold the abolition of all such economic barbarities. Pennsylvania coal is to be hauled 2,000 miles to Iowa without breaking bulk. Outbuildings then will not be used as fuel. Relieved of such traffic, the railroads can carry box and package freight, fruit, live stock, groceries, and dry goods and get them to destination within a reasonable time.

"Do you know that the figures of the Interstate Commerce Commission show that the average shipment of freight in this country—by rail, you understand, and not by water—moves but twenty-five miles in twenty-four hours? It goes faster, of course, when under way, but it is switched onto sidetracks, and there it stays. Ore, coal, and grain on the Great Lakes is moved day and night at a speed of eight miles an hour, and there is no delay. There never is on water.

Where Ships Beat the Railroads.

"When a boat ties up at a wharf a swarm of stevedores begin taking out the cargo and, and that done, immediately puts another cargo in. A ship is an independent entity. It waits on nothing. Costing a large sum of money, it must be kept going. A railway car, on the other hand, is a cheap unit in a collection of other units making up a train. It may go on a sidetrack and stand there for a month. If it is loaded, the consignee is charged $1 a day demurrage, which is a big return to the railroad on an investment, let us say, of $800.

"But our dream in its realization hinges upon a very important matter. Rivers may be deep and open to all men, but they will be of limited utility unless ships can have ample facilities for loading and unloading. Water towns and cities, as we can see them, must get possession of their wharves. The railroads own them now in many instances. We are urging the control of water terminals by municipalities and counties, that all ships, large and small, owned privately or by corporations, may have wharf privileges on equal terms.

"Also we are urging the purchase of modern loading and unloading machinery. Negroes along our rivers now carry cargoes out of boats on their backs. That method is slow and expensive and almost ridiculous. Vessels can be loaded and unloaded faster and cheaper on the Great Lakes than anywhere else in the world. The steamer W. E. Corey had 10,592 tons of iron ore poured into its hold in twenty-five minutes.

Loading on the Great Lakes.

"A modern vessel with a cargo of 12,320 tons of ore tied up at Ashtabula, on the south shore of Lake Erie, one morning at 3 o'clock. At 9 o'clock on the night of the same day the vessel left for Lake Superior with 12,000 tons of coal. We want to see the business methods of the Great Lakes applied in all our harbors and on all our navigable streams."

"How much cheaper is transportation by water than is transportation by rail?" I asked.

"It is said that it will carry a ton of freight four miles on an average country road and ten miles on a good road, 127 1-2 miles on a railroad, 1,250 miles on the Great Lakes, and 2,000 miles on a river that has been fully improved. Such are the figures of the statisticians. But let me give you a practical illustration of the cost of water transportation.

"It is 1,050 miles from Buffalo to Duluth. A great deal of freight moves between those two points. It is about 900 miles from the southern shore of Lake Erie to Duluth. Immense quantities of ore come down from Duluth to Cleveland, Conneaut, and Ashtabula, and coal for the Northwest goes back in the same vessels on their return voyage. All vessels pass through the canal at Sault Ste. Marie, at the head of Lake Huron, where government officials make a record of every cargo, its origin, destination, and the cost of transportation.

"A ton of freight on the Great Lakes, it has been learned, can be hauled for eight-tenths of one mill per mile. The average cost of rail freight, taking in mountain roads as well as level roads is seven mills per ton per mile. Col. William H. Sibert, the army engineer and a member of the Panama Canal Commission, has said that coal can be carried by water from Pittsburg to points on the Mississippi for about one-tenth of the rate by rail.

"Taking all kinds of freight and vessels into consideration, I am positive that water transportation costs only about one-fourth as much as rail transportation. It is not alone cheaper in itself, but it keeps down rail freights on all kinds of products."

"Why has shipping on the Mississippi decreased from year to year?" I inquired.

"Principally because of the unfair competition of railroads. There are railways on both banks of the river. They began long ago to destroy the business of the boats. It is unprofitable, for example, to carry cotton from Vicksburg to New Orleans by water for less than $1 a bale. The railways cut the rate to 50 cents a bale or less and recovered their loss by charging from $2 to $3 a bale on cotton shipped from points back from the river and outside the zone of water competition.

"Men are not sentimental in matters of trade. They will buy in the cheapest market. Consequently, boat owners lost their business. Cotton along the river went to New Orleans by rail and our shipping, once large and prosperous, went into a decline.

"But better times are coming. There are to be six feet of water from St. Paul to St. Louis, eight feet from St. Louis to Cairo, and nine feet thence downward to the Gulf of Mexico. The Missouri is to have a six-foot channel as far as Kansas City and ultimately as far as Sioux City. That great river, 2,400 miles long, is to be made navigable.

"The Ohio will pour its commerce into the Mississippi a few years hence. The fertile and sparsely settled country along the lower reaches of the Mississippi, with its 12,000 miles of tributaries, will be populated by 12,000,000 people from the East and North. The greatest crops in the world will be grown on land once covered by the waters of the Gulf of Mexico—land prodigiously rich. The banks of the river will have been made safe.

"Cities will spring up. Ships, fleets of them, will reappear. Moreover, the railways, blind and stupid now, will make more money than ever before."

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FOOD SUPPLY FROM OCEAN IS HUGE

Fishieries Approach Agriculture as Source of Nutriment—Great Britain's Interest Is Vast—Big Catches in Canadian Waters.

What a great part the seas play in the cost of living many people are apt to forget. Yet the vast quantity of food that is taken from the open salt waters of the world is a tremendous factor in commerce.

Canada, for instance, which has coasts fronting on two oceans, produced in the year 1911 112,563 tons of herrings and 103,-962 tons of codfish. The herring is used fresh, smoked, salted, canned, and pickled, and about 11,000 tons of it is made into fertilizers. New Brunswick produces three-fourths of the smoked herring and British Columbia the entire output of dry-salted herring. The total value of the Canadian take is about $2,500,000, which is only 1.1 cent per pound for the fisherman. Nearly all the fresh herring comes to the United States, while the smoked and salted product is shipped mainly to the West Indies and other tropical countries.

For smoked herring the fish are given a twenty-four-hour bath in thick brine, followed by twenty-four hours of smoking. The fisherman receives 60 cents per barrel for smoking, each barrel containing 224 pounds, or 400 to 500 individual herring. A barrel produces four boxes of smoked herring weighing twenty-five pounds each. The value per box ranges from 40 to 75 cents each, according to the fluctuations of supply and demand. The herring frequents deep water during the larger portion of the year, and it is only during the months that they go to the shore to spawn that the herring catch is profitable.

As a source of the nation's food supply the fisheries of Great Britain are second only in importance to agriculture. The British Islands are in the midst of fishing grounds of exceptional richness, and large numbers of the people are attracted by maritime instinct to this means of earning a livelihood. There are 25,000 boats employing over 100,000 men and boys engaged in the British fisheries; also a large number on shore are engaged in cleaning, curing, packing and selling the fish.

The Mariners of England.

The value of the fish landed from British boats exceeds $52,500,000 annually, and of these more than one-half are exported. The business is of great value to the kingdom in another way, as it accustoms many boys and young men to a seafaring life and thus, to a certain extent, fits them for naval service. It is one cause of the efficiency of "the mariners of England." The German government recognized this value and gives a premium of $240 to $560 (according to the size of the boat) to masters of vessels thus employed, and in addition to that, grants a subvention to herring-fishing companies of $1,460 toward the building of those vessels known as luggers.

But Germany cannot supply her own wants. In 1911 Great Britain exported to Germany alone 1,319,220 barrels of salted herrings. But during the same year the importation of fish of all kinds into Great Britain amounted in value to $19,466,000.

There is another specialty which the Germans import, both from England and the Netherlands—a fish called "monks," not unlike the flesh of the sturgeon, for which they pay about 5 1-2 cents per pound without the heads. The buyers cut the fish into small strips and smoke and sell these under fancy names at fancy prices. The total importation of these fish in 1912 was 419 tons.

The skat, ray, and thornback belong to a class related to the shark. They abound in German waters and were formerly thrown overboard as of no value and are not now in favor in Germany. But the shrewd Germans have learned to utilise this discredited fish. They cut it into small pieces, which are smoked and sold to the public under various names. At the auction sales these fish bring only $1.20 per 100 pounds. In 1912 the whole catch of these fish amounted to 1,248 tons.

The market price in Germany of the eighteen enumerated kinds of fish ranges from $1.30 to $2.80 per 100 pounds, but halibut is worth $5.70, turbot, $14, and sole, $15.60 per 100 pounds.

The fisheries of Norway are a valuable asset in that country. During the quarter ending March 31, 1912, they exported sardines to the United States to the value of $264,576. Germany also is a large consumer. During the past year they shipped to that country 250,000 cases of 140 pounds each. But they only received from 35 to 50 cents per case.

Greece, though having the largest shore line, proportionately, of any country in the world, cannot secure enough fish from its own waters to meet the wants of its inhabitants. It imports annually from far-off Labrador and Newfoundland 42,000 quintals of cod of 112 pounds each. These are delivered in Greek ports at the price of $560 per quintal. Greece also imports about $100,000 worth of smoked herring each year.

Scrapple.

From Judge.

There's a place for everything, but the trouble is most of us cannot find the place.

The door of adversity is never locked.

It isn't our poverty that makes us discontented, but the riches of our neighbors.

Love makes one ideal husband; fear makes a thousand.

There are no conventionalities in private.

Alimony is the battle cry of freedom.

SOME CELEBRITIES IN CONGRESS AND WHO AND WHAT THEY ARE

Who the Richest Men Are in the House and Senate—The Fattest and Thinnest, Tallest and Shortest—Some Have Distinguished War Records.

"Uncle Ike" Stephenson, of Wisconsin, enjoys two distinct honors. He is the oldest man in the Senate; indeed, he is by a number of years the oldest man in Congress. And he is also the wealthiest by many millions of dollars.

Only the other day he pulled a small scrap of paper out of his waistcoat pocket and showed it to one of his fellow Senators. It was a check for $7,000,000. "I've been selling a little lumber," he said, by way of explanation. From which it may be correctly inferred that "Uncle Ike" is by no means the least successful of the men who have chopped great fortunes out of the woods of the region from which he hails. Exactly ten days after this letter is printed he will be eighty-four years of age.

As to who is the richest man in the House of Representatives, there seems to be some doubt, but in all likelihood this distinction belongs to Jefferson Levy. He inherited the bulk of his money, and incidentally the mansion and estate of Monticello, formerly the home of Thomas Jefferson.

His father's brother, Uriah P. Levy, a distinguished naval officer of the last generation, was mainly instrumental in the abolition of flogging in the United States Navy. In 1830, Commodore Levy, at the suggestion of Andrew Jackson, bought Monticello, which, when he died, he left to his nephew, Jefferson. Since then the historic homestead has been maintained by the latter in keeping with its dignified traditions. An effort has recently been made to persuade Congress to take it away from him by purchase, but without success.

Young Men in House.

Now, as, from a seat in the press gallery, one looks over the new House of Representatives, one gets a much better view of the members than was obtainable when they sat half-concealed behind desks. Arrayed as they are at the present on leather-covered benches, any physical peculiarities they may have are observable. There seems to be more very young men than in the Congresses of a generation ago, but this impression is doubtless largely due to the fact that beards and even moustaches are no longer in fashion.

The Constitution does not permit any body to be a member of the House who has not passed his twenty-fifth birthday. But the youngest Representative is Lathrop Brown, who is thirty years old. He was born in New York City, is six feet tall, and was graduated from Harvard in the class of 1905. His business training was obtained in the real estate office of Douglas Robinson, Col. Roosevelt's brother-in-law.

The fattest and jolliest man in the House is Frank Plumley, of Vermont. He is a widower, a bank president, and is supposed to weigh not far from 300 pounds. The exact figures, however, are not obtainable.

The thinnest member is Ezekiel Candler, of Mississippi—small, wiry, clean-shaved man, who knows how to talk. When he gets upon his feet in the House, he always has something to say worth hearing. He belongs to an extraordinary number of secret societies, being a Mason, an Odd Fellow, a Woodman, a Knight of Honor, an Elk, a Knight of Pythias, and a Beta Theta Pi.

The House possesses a real giant. His name is Andrew Jackson Barchfeld, and he is almost tall enough to be an attraction in a circus. Nearly seven feet high, he is well put up and powerfully built. He is a physician and a man of conspicuous ability.

The baldest member is Henry M. Goldfogle of New York City. In fact, his head is entirely devoid of hair, and in this respect bears somewhat the aspect of an egg, inasmuch as he is clean shaven. On the other hand, the distinction of owning the most hair is held by Henry T. Rainey of Illinois—a stout, broad-shouldered man, whose locks are fast turning gray. He is a fine debater.

Hobson's Pictures Fooling.

It is worth mentioning in this connection that the pictures of Richmond P. Hobson, which one sees in newspapers and magazines, were taken not later than fifteen years ago. Since then, alas! he has lost most of the hair off the top of his head, and has been thereby deprived of some of the pulchritude which caused the women to be so anxious to confer osculatory marks of their admiration upon him. The hero of the Merrimac is now forty-three years of age. But it may be said of him that he is one of the oldest Americans, inasmuch as he is tenth in direct descent from Elder Brewster, of the Mayflower.

The late Gen. Harry Bingham, of Philadelphia, who was for many years the father of the House—meaning thereby the member of longest continuous service—was also called the "fashion plate" of that body. His mantle seems to have fallen upon Thomas G. Patten, of New York. But Joseph W. Fordney, of Michigan, sports the biggest diamond—a sparkler of huge size, which he wears in the middle of the bosom of his shirt.

The oddest nickname is bestowed upon John L. Burnett, of Alabama, who, being short and plump, dark of complexion, heavy set, and with broad shoulders, is called the "Jack of Clubs."

The member with the most whiskers is Edward W. Saunders of Virginia. They are dark brown in color and parted in the middle.

To speak, however, of more interesting matters, relating to the life history of some of the members of the new Congress: Farr of Pennsylvania began his career as a newsboy. The other members from the same State, Casey and Brodbeck, started in life as breaker boy and errand boy, respectively. Hinebaugh of Illinois himself says that he was "educated in the school of hard knocks."

Murray of Oklahoma, who rejoices in the pseudonym of "Alfalfa Bill," ran away from home when he was twelve years old, chopped wood, worked in a brickyard, punched cattle, taught school, did service as a reporter, and practiced law. This highly versatile person is now by profession a farmer. Having presided over the convention that framed the Oklahoma constitution, he bears in that State the proud title of "Father of the Constitution," which, when one comes to think of it, is some dignity.

Charles D. Carter, of the same State, boasts that he is seven-sixteenth Chickasaw and Cherokee Indian, being a direct descendant of Nathan Carter, who, when a small boy, was captured by the Indians at the Wyoming Valley massacre, in Pennsylvania, during Revolutionary times. He himself was born in the Choctaw Nation.

Married Cherokee Wives.

Still another member from Oklahoma, James S. Davenport, has been married twice, both of his wives being Cherokee Indian women of full blood. Before he came to Congress he was speaker of the lower house of legislature of the Cherokee Nation.

By no means lacking in romantic interest is the career of Representative Caleb Powers of Kentucky, who, according to his own account, "served eight years and three months in jail after the shooting of Senator William Goebel by an unknown assassin."

Difenderfer of Pennsylvania was a practicing dentist for fourteen years. But his noteworthy achievement was the building and operating of the first woolen mill in the Chinese empire, at Tientsin.

Cary, of Wisconsin, was left an orphan at thirteen years of age. Five younger brothers and sisters were put into an orphan asylum to be taken care of. But this enterprising youth, starting in as a messenger boy, rose to be a telegraph operator by the time he was nineteen, and, taking the children out of the asylum, provided them with a home.

Richard W. Austin, of Tennessee, occupied the humble position of an assistant doorkeeper of the House of Representatives during the lifetime of the Forty-seventh Congress.

Fowler, of Illinois, describes himself as a "lawyer with a love for personal injury practice."

Tavenner, of the same State, is, with the exception of Brown, of New York, the youngest man in the House. He is thirty-one years old. According to his own account, he "began in 1903, with the help of his mother, to write daily signed articles from Washington—letters so independent and original in character that no editor would publish them." Nevertheless, he kept on writing them, and at the present time "seventy papers in the United States are printing them every day on the first page, and 2,000 country weeklies are publishing his weekly letter on 'Vital Washington News.'"

Only One Capitalist.

The only member who calls himself a "capitalist"—not exactly a popular kind of designation from a political viewpoint—is merely a delegate to Congress from the Territory of Hawaii. His name is Kalanianaole, and he hails from Waikiki. To most people, however, he is better known as Prince Cupid. A cousin of King Kalakaua and of Queen Lilluokalani, he was created a royal prince "by acclamation" in 1884. His wife is a daughter of a chief of the Island of Maui.

Nearly fifty years have elapsed since the close of the civil war, and so it is not surprising that only a small handful of veterans of that conflict should be found in the House of Representatives of today. Of these, Kirkpatrick of Iowa and Sherwood of Ohio fought on the Union side, the latter taking part in no fewer than forty-two battles and coming out as a brigadier. On the Confederate side were Taylor and Richardson, both of Alabama, and Stedman of North Carolina, who was wounded three times. Taylor was only fifteen years old when he enlisted.

The only Union civil war veterans in the Senate are Works, of California, Nelson of Minnesota, and Warren of Wyoming. The last named received a medal for gallantry on the field of battle. Nelson was taken prisoner.

Bankhead and Johnston, both of Alabama, Bacon of Georgia, Thornton of Louisiana, and Webb of Tennessee were the Senators who fought for the lost cause. Bankhead was wounded three times, and Johnston four times.

Senator Ashurst of Arizona, was a hotel-carrier and cowboy. Perkins of California, served as a sailor before the mast. Bradley of Kentucky ran away from home at fourteen years of age, and joined the Union army twice, but his father recovered possession of him before he was able to do any fighting.

Of the above mentioned Bacon of Georgia was a posthumous son. Thompson of Kansas is the youngest Senator ever sent to Congress from that State, being only forty-two years old. He states that the Congressional District in which he lives is equal in area to the entire State of Connecticut, and that he himself "was considered one of the ablest and most popular judges in Kansas." He adds: "It is acknowledged by all who know him that as a Senator he (Thompson) will not only bring credit and honor to himself, but to the State and nation as well."

Senator Pittman of Nevada was the first prosecuting attorney at Nome, in Alaska. He took an active part, as one of the attorneys for the mine owners, in the celebrated mining litigation which afforded material for Rex Beach's novel, "The Spoilers."

Reed Smoot, of Utah is, as everybody knows, the only Mormon in Congress. When he first came to the Senate there was a great row, as will be remembered, and strenuous efforts were made to put him out, but he sat tight, smiled blandly, and there he still remains, having earned the respect of all his fellow-members in the Upper House.

The fattest man in the Senate is Ollie James of Kentucky. The tallest is Penrose of Pennsylvania—a huge man, with remarkably high shoulders, which greatly add to the effect of his stature. Without being fat, he probably weighs over 250 pounds. The shortest Senator is George T. Oliver of Pennsylvania.

When John Sharp Williams of Mississippi was in the House he easily held the reputation of being the slouchiest in his dress of all the members of that honorable body. There is hardly a man in Congress today so careless as he about his attire. On the other hand, the palm for fashion and good form in apparel is easily held by the new Senator from Illinois, J. Hamilton Lewis—he of the celebrated pink whiskers. These whiskers, parted in the center, are exceedingly decorative; so it is not surprising that their owner has never allowed himself to be separated from them, notwithstanding all the fun that has been made of them. "J. Ham," as disrespectful persons call him, has very bushy hair, and, taking him all together, may fairly be considered one of the handsomest men in Congress. He knows how to use most beautiful language, and his distinguished career is scarcely more than begun, inasmuch as he is only forty-six years old.

WORLD'S LARGEST WIRELESS STATION FOR U. S.

GUGLIELMO MARCONI AND MRS. MARCONI.

The above photograph of the scientist, who astonished the whole world by his invention of wireless telegraphy and his subsequent improvement of this method of utilizing sound waves for the transmission of messages, and his wife, was taken upon their recent arrival in New York from Rome. Mr. Marconi made the trip to this country for the purpose of supervising the work erecting the largest wireless telegraph station in the world at Sea Girt, N. J. This station is to be erected for the purpose of sending messages direct to the Marconi station in Wales, a distance of 3,000 miles.

DOUGLAS' LIFE IN PERIL

Centenary of Statesman's Birth Brings Out Thrilling Chapter.

Chicago Correspondence New York Tribune.

A new page in the history of Stephen A. Douglas, the centenary of whose birth will be celebrated Wednesday, was added today when the Chicago Historical Society received a letter in which was described how Douglas was rescued from a fiery death on the day of his birth.

The letter was written by Horatio L. Wait, master in chancery of the Circuit Court. John Conant, one of Wait's family ancestors, who lived next door to the Douglas home in Brandon, Vt., saved Douglas' life.

"The morning Douglas was born," the letter says, "John Conant went to the Douglas home, and as he entered the room Douglas' father was sitting in an arm-chair before an open fireplace with the infant in his arms. Just as Conant entered the father died suddenly of apoplexy. The infant rolled down into the fireplace and Conant snatched him from the fire."

Miss L. K. Ford, of Chicago, cousin of Stephen A. Douglas, confirmed the story.